

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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1. The Baltic State Steamship Company (Baltiyskoye Gosudarstvennoye Morskoye Parokhodstvo --- BGMP) was subordinate to the Ministry of the Merchant Fleet through the Chief Directorate of the Northwestern Fleet. The company's administration was in Leningrad, 5 Mezhevoy Kanal, exactly opposite the main entrance gate to the Leningrad port. The Leningrad Port Administration and the International Bank (Mezhdunarodnyy Bank) were located in the same building.
2. Director of BGMP was General Director 3rd Class (MF) Nikolay Pavlovich Loginov. His first deputy was Chief Engineer Eng. Capt. 1st Class (MF) Aleksandr Stepanovich (lau). There were four more deputies whose names I do not recall: Chief of Operations, Chief of Personnel, Deputy for General Administration, and the Chief of Political Administration.
3. The BGMP was created in February 1918 when some private steamship companies were nationalized and placed under state control. From 1918 to 1930 this steamship company was a part of the SovTorgFlot under the administration of the People's Commissariat of Communications (Narodnyy Kommissariat Putey Soobshcheniya). From 1931 to 1938 the company was under the administration of the People's Commissariat for Water Transport (Narodnyy Kommissariat Vodnogo Transporta). From 1939 to 1946 BGMP was subordinate to the People's Commissariat of the Merchant Fleet (NarKomMorFlot) and from May 1946 until the present time it has been under the administration of the MMF.
4. BGMP maintained freight and passenger transport lines between main Baltic sea ports: Leningrad, Tallinn, Riga, Ventspils, Lepaya, Klaipeda, Parnu, Kaliningrad, and Vyborg. In addition to visiting these domestic ports, the company sometimes transported freight to Poland, Germany, and other foreign countries.

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5. Principal cargoes carried by the BGMP were timber, lumber, grain, coal machinery and equipment, construction materials, iron and non-ferrous metals, and food-stuffs.
6. The 1951 transport plan for BGMP called for 5,000,000 to 5,500,000 tons of transported freight. [REDACTED] this plan was fulfilled.
7. It is characteristic that this particular steamship company operated almost constantly at a great loss. [REDACTED] due to the 25X1X pilferage of cargo, accidents, demurrages, and fines imposed upon the company, the operational loss in 1947 amounted to 2,900,000 rubles, in 1948 to 5,800,000 rubles, in 1949 to 8,100,000 rubles, and in 1950 to 11,000,000 rubles. In this respect probably only the Far Eastern Steamship Company was worse than BGMP. It is true that there was some operational loss in all steamship companies, but usually 30 percent less than that of BGMP. As a general characteristic of the MMF operation it will be of interest to note that the total MMF demurrage in 1951 amounted to 13,000 ship-days or approximately 50,000,000 tons daily, which resulted in fines amounting to approximately 150,000,000 rubles (based on six kopeks per ton/mile). The share of BGMP in this demurrage was 3,000 ship-days, or more than 12,000,000 ton-days, accounting for fines of approximately 50,000,000 rubles.
8. The organization of BGMP administration was somewhat different from that of other steamship companies:
 - a. Subordinate to the Chief Engineer were the following sections:
 - (1) Marine Engineering Section, serviced by approximately 50 employees, composed of two sub-sections, Thermo-Technical and Marine Documentation. (To the former is attached a thermo-technical laboratory.)
 - (2) Ship Repair Yards and Ship Repair Shops Section, with 10 employees.
 - (3) Construction Section, with five employees.
 - (4) Designing Section, with 20 employees.
 - b. Subordinate to the Chief of Operations were the following sections:
 - (1) Operations Section, with 35 employees.
 - (2) Commercial Section, with 10 employees.
 - (3) Signal Section, with approximately 100 employees, divided into the following sub-sections:
 - (a) Radio Center, equipped with one receiving and one transmitting radio station.
 - (b) Radio Bureau.
 - (c) Radio Repair Shop.
 - (d) Telephone Switchboard.
 - (e) Telephone Repair Shop.
 - (4) Maritime Inspectorate serviced by approximately 45 employees and composed of:
 - (a) Inspectorate.
 - (b) Instructor's Group.
 - (c) Navigation Instrument Workshop.

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c. Subordinate to the Chief of Personnel were:

- (1) **Personnel Section**, with 15 employees, composed of:
 - (a) **Embarked Personnel sub-section** (Sektor Plavayushchego Sostava).
 - (b) **Overseas Personnel sub-section**.
 - (c) **Shore Personnel sub-section**.
- (2) **Mobilization sub-section**, with six employees.
- (3) **Company Training Schools** (Uchebno-Kursovoy Kombinat), with four employees.

d. Subordinate to the Deputy for the General Administration were:

- (1) **Procurement Section** (Zagot Snab Kontora), with 40 employees, composed of:
 - (a) **Planning sub-section**.
 - (b) **Buyer's sub-section** (Operativno-Zagotovitelnyy Otdel).
 - (c) **Warehouse sub-section**.
- (2) **Transport Motor Pool** of approximately nine employees composed of:
 - (a) **Administrative sub-section**.
 - (b) **Garage**.
 - (c) **Vehicle Repair Shop**.
 - (d) **Driver and Stevedore Pool**.
- (3) **Building Repair and Maintenance Shop**, with 15 employees and approximately 50 workers.
- (4) **Billeting Section**, with approximately 110 employees and workers.

e. Directly under the BGMP Director were:

- (1) **Planning Section**, with 10 employees.
- (2) **Labor and Wage Section**, with eight employees. Chief of this section was Engineer Capt. MF 3rd Class Ivan Ivanovich Yefimov.
- (3) **Accounting Office**, with 20 employees.
- (4) **Finance Section**, with six employees.
- (5) **Secret Documents and Cipher Section**, with approximately 18 employees.
- (6) **Administrative Section**, with 25 employees.

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f. Under the Chief of Political Department were:

- (1) Propaganda and Agitation Section .
- (2) Personnel Enlightenment Section .
- (3) Komsomol Section.
- (4) Library and Party Office .

In the Political Department there are approximately 30 employees. In addition, the editorial office of the newspaper Sovetskaya Baltika was subordinate to the Chief of the Political Department. Approximately 20 people were employed in the editorial office and 15 in the printing office.

9. The BGMP fleet is composed of 150 to 180 ships. [REDACTED] 25X1X
detailed information on this fleet, but in general it could be broken into five groups:

- a. First Group -- Diesel ships over 10,000 tons' displacement:
 - (1) ADMIRAL NAKHIMOV
 - (2) AKADEMIK KRYLOV
- b. Second Group -- Diesel ships of 5,000 to 10,000 tons' displacement:
 - (1) CHELYUSKINETs equipped with two diesel engines of unknown type, total capacity of 3,500 hp.
 - (2) VILNIUS
 - (3) KOOPERATSIYA (ship-refrigerator)
 - (4) PROFESSOR POPOV
 - (5) PULKOVO
- c. Third Group -- steamships of 8,000 to 10,000 tons' displacement:
 - (1) DMITRIY POZHARSKIY
 - (2) KORSUN SHEVCHENKOVSKIY
 - (3) ZOYA KOSMODEMYANSKAYA
 - (4) MENDELEYEV
 - (5) PETROVSKIY
 - (6) OTTO SCHMIDT
- d. Fourth Group -- steamships of 6,000 to 8,000 tons' displacement:
 - (1) YALTA
 - (2) LIGOVO
 - (3) PSKOV
 - (4) KUBAN
 - (5) KRASNOVODSK

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(6) MOSKVA

(7) SESTRORETSK

g. Fifth Group -- steam engine tugboats up to 800 hp:

(1) ZYUYD VEST (South West)

(2) TAYFUN

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10. Repair and maintenance of BGMP fleet was done at the Kanonerskiy Zavod in Leningrad, belonging to GlavMashProm. In addition to this, small repairs were done at the BGMP repair shops located in the Leningrad port, close to the coal harbor.

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